

1911 WHITING CITY ALMANAC

ORIGINALLY PUBLISHED IN 1911 AS AN ALMANAC AND COOKBOOK

by

WHITING SAVINGS AND LOAN ASSOCIATION

509 CLARK STREET

WHITING, INDIANA

Reissued in 1978

by

WHITING-ROBERTSDALE HISTORICAL SOCIETY, INC.

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WHITING CITY ALMANAC AND COOK BOOK

WHITING SAVINGS AND LOAN ASSOCIATION, WHITING, INDIANA

The Cook Book has been compiled by the following committee

Mrs. Wm. Curtis	Mrs. H. E. Beaubien
Mrs. Morton Trout	Mrs. A. E. Gladden
Mrs. John Schaub	Mrs. J. S. Davidson

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Vice President.	William Curtis
Secretary.	H. S. Davidson
Treasurer.	Dr. T. W. Kohr
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WHITING SAVINGS AND LOAN ASSOCIATION

WHITING, INDIANA

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WHITING-ROBERTSDALE HISTORICAL SOCIETY, INC.

Officers for 1978

President.James F. Sandrick
Vice President.Elizabeth Long Gehrke
Secretary.Verda McTague Klemm
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WHITING CITY ALMANAC

The Almanac for 1911

The first volume of the Whiting City Almanac was a twenty-page booklet which was circulated without charge by the Whiting Savings and Loan Association. The Association herewith presents another number of the Almanac which, like its predecessor, pays much attention to local history and statistics. The Almanac, this year, has a cook book added, containing more than five hundred recipes. These have been collected and arranged by a committee of the following ladies: Mrs. William Curtis, Mrs. Morton Trout, Mrs. John Schaub, Mrs. H. E. Beaubien, Mrs. A. E. Cladden, and Mrs. H. S. Davidson. Nearly a hundred of Whiting's best cooks have contributed to the work. The Association gives its best thanks to the many contributors and especially to the committee whose energy has made the volume possible.

The selling of the book is in the hands of the ladies of the Whiting and Robertsdale churches. The price of thirty-five cents has been established for the volume.

Old Timers' Number

This issue of the Almanac is chiefly devoted to the old days "before the Standard came." Much romance lies in the pioneers' story. No one can escape a deep interest in the men whose lives have spanned that gap which lies between the stern poverty and hardships of the early days and the industrial wealth of the present. For the fragments of history in these pages the reader is indebted to Henry Schrage, Oliver Forsyth, Henry Reese, John Dreuter, Albert Poppen, and others of the pioneer period.

Our Steady Growth

The Whiting Savings and Loan Association was organized May 5, 1907, and the following indicates the growth of deposits:

July 1, 1907.	\$ 682.00
January 1, 1908.	2,583.75
January 1, 1909.	3,551.42
January 1, 1910.	5,691.70
January 1, 1911.	9,070.94
February 11, 1911.	10,688.57

Seven half-yearly dividends have been paid, all at the rate of 5 per cent per annum.

Financial Statement - January 1, 1911

The following statement shows the financial condition of the Whiting Savings and Loan Association at the beginning of the current year:

Assets	
Loans secured by mortgage.	\$10,044.71
Books and fixtures.	127.41
Cash on hand.	754.22
	<hr/>
	\$10,926.34

Liabilities	
Book deposits.	\$ 9,070.94
Bills payable.	1,400.00
Contingent fund.	\$155.00
Undivided profits.	300.40
Total surplus items.	455.40
	<hr/>
	\$10,926.34

THE CLARKE TRACT

Sketch of the great holdings on which many cities now stand

George W. Clarke was an adventurous young civil engineer when he first came to Chicago in 1833. He was only 23 years of age but was old in engineering experience, having participated in some of the famous enterprises of his time. He had helped in the first location of the Baltimore and Ohio Railroad, the oldest railroad in the United States. In the west he was soon busy. The Illinois and Michigan Canal and the Illinois Central Railway were projected in the thirties, and young Clarke was employed on them both. It was during this period that the tide of immigration first set in so strongly in the Middle West and it became evident to all observers that the fertile lands of Illinois, Indiana,

Iowa, and Wisconsin were destined soon to be the home of a rich and populous community. Clarke's reflective mind told him that the wonderful agricultural wealth of the Middle West would surely result in a great metropolis at the foot of Lake Michigan where travel and transportation must surely converge. He did not embark at once in the land project. The gold fever of 1849 took him away from Chicago and we find him embarking from New York to California with a large consignment of portable houses for the miners and settlers. A terrific storm swept away the cargo piled upon the decks and Clarke returned to New York for the second attempt. This time he sailed on the Tennessee, the first steam passenger vessel that ever sailed from New York to the Pacific coast. During the voyage, he gathered material for a chart of the Straits of Magellan which was afterwards published in San Francisco.

Clarke still retained his conviction regarding the future of the Calumet district and he resolved to carry into execution the project to which he devoted the remainder of his life. It was in 1853, twenty years after his first appearance in Chicago, that we find him buying land in Lake County. He continued his purchases during the next few years so that he became the sole owner of the whole region, with the exception of those tracts which here and there had been taken up previously by settlers. Clarke's purchases extended from the Indiana state line to Gary, the middle of Broadway being the eastern boundary of the tract. The total holdings were twelve to fifteen thousand acres and the cost probably did not exceed \$1.25 per acre. The cities of Indiana Harbor, East Chicago, Gary, Whiting, and Hammond are built entirely or in part upon this tract. The settlements of Pine, Clarke, Buffington, Roby, and Calumet also occupy portions of the Clarke holdings.

CLINE AND DORSEY

Clarke made one important sale; namely, the transfer to Mr. George T. Cline and his partner, Allen Dorsey, who purchased four thousand acres east of what is now Indiana Harbor, for \$20,000.00. A number of years later, this land was divided, Dorsey taking the east half of the tract, Cline the west half. The United States Steel Corporation is now the owner of both the Cline and Dorsey tracts, which include Buffington and Clarke Station. Mr. Clarke devoted himself to his land interests until his death, which occurred in 1866. The panic of 1857 and the Civil War, which followed upon the wake of the panic, prevented him from realizing the fruits of his foresight. Clarke dreamed that a great metropolis would arise upon the land once held so valueless. His dream is rapidly becoming reality, but it has required a half a century to see this fruition.

JACOB FORSYTH

At the death of Mr. Clarke in 1866, the property was inherited by his two brothers and three sisters. One of the sisters was Caroline M. Forsyth, wife of Jacob Forsyth, whose strong personality was destined to figure so prominently in the Calumet region. Forsyth was a railroad man, having come from the East to act as general freight agent for the Fort Wayne Railroad. The Fort Wayne line was built only as far west as Plymouth and its trains reached Chicago over the tracks of the Michigan Southern and Northern Indiana Railroad (now the Lake Shore and Michigan Southern). A little later he left the service of this company and became freight agent for the Erie and Grand Trunk Roads. It was, however, at the time of his brother-in-law's death that Jacob Forsyth found his congenial vocation. Clarke had no children and his brothers and sisters inherited the estate. The Forsyths had a keen appreciation of the coming value of Lake County land. In the division of the property, by relinquishing all claims to the rest of the estate and by purchasing the rights of the other heirs, they obtained the ownership of all of the Indiana acreage. Mr. Forsyth removed his family to Indiana in 1867, locating about three miles southeast of Whiting at a point midway between East Chicago and Indiana Harbor. Here he purchased the houses of Dominick Mutter and Louis Ahlendorf who had settled there. Hereafter, Mr. Forsyth devoted himself energetically to the development of his property. He had a passion for buying and purchased forty- and eighty-acre tracts from the settlers whenever he could do so. He was fairly successful in making his purchases, even in the neighborhood of Whiting, where many of the settlers were slow to sell. At one time, he had a most interesting deal on foot to trade land with the Whiting settlers on the basis of two acres of Tolleston land for one acre of Whiting land, but no agreement was ever reached.

THE SHEFFIELD ENTERPRISE

In 1872, Chicago was experiencing one of its greatest booms. Prices of land were increasing rapidly in spite of the recent great fire, and real estate speculation occupied the attention of all classes. Very naturally, enterprising men turned their attention to the tract to the southeast of the city.

Henry M. Smith, at one time an editor of the Chicago Tribune, was the leading spirit in the Sheffield project. Some of Smith's backers were B. F. Allen, President of the Cook County National Bank; W. W. Boyington, Chicago's leading architect, and other bankers and solid men.

This syndicate arranged with Jacob Forsyth to purchase eight thousand acres of land for the purpose of building an industrial city.

This was to be named after Sheffield, the great English manufacturing town. Mr. Forsyth was to receive \$450,000.00 and one half the profits of the deal. About eighty thousand dollars was spent by the company in the building of the Sheffield Hotel (which was destroyed in 1910), in making preliminary surveys, and in various other improvements. Indiana Boulevard was surveyed and dedicated as a public highway from the state line to the Calumet River. The Sheffield Hotel was completed in the spring of 1874, but the severe financial depression of that period caused a collapse of the entire project and the land reverted to Mr. Forsyth.

THE ENGLISH SYNDICATE

After the collapse of the Sheffield enterprise in 1874, there were few notable changes until the year 1811 when Lord Melville, a Scotch baron, a member of the London brokerage firm of Melville, Evans & Company, negotiated a deal for the purchase of the entire tract of land, approximately eight thousand acres, for one million dollars. Of this sum \$333,333.00 was actually paid in cash. A disagreement in the company soon followed and the balance of the purchase price was not forthcoming. The deal hung fire for six years, though several companies and syndicates were formed in various efforts to get the matter settled. It was in 1887 that John Steward Kennedy provided the money to complete the purchase of the land and the firm of Kennedy, Todd & Company took the control of the land companies that afterwards developed the cities of East Chicago and Indiana Harbor.

In the final settlement which was made, Mr. Forsyth withdrew from sale his holdings in the neighborhood of Whiting, retaining them in his own possession. These Whiting holdings had a startling increase in value when the Standard Oil Company established their refinery in 1899. A handsome figure was obtained from this company and at least one profitable subdivision was made.

Mr. Forsyth died January 29, 1899, and Mrs. Forsyth soon followed him, passing away April 16, 1899, leaving the large acreage about Whiting to be divided among nine children. Mr. Oliver O. Forsyth has been manager of the estate since his father's death.

THE WHITING SAVINGS AND LOAN ASSOCIATION

The Whiting Savings and Loan Association was organized four years ago for the double purpose of providing a place for profitable investment and to create an institution that would aid in building up the community. The association is modeled after the Home Association of Dayton, Ohio. This so-called Dayton Plan was adopted on account of its convenience to borrowers and lenders, its safety and flexibility.

From the beginning, the rate of seven per cent has been charged to borrowers and five percent dividends paid to investors. The earnings have always been greater than this but the surplus earnings have been put aside as a safety fund.

The association has been growing steadily in size and public favor. This year the directors have considered it wise to open a Robertsdale office in Dr. Kohr's drug store.

"Creditors," Poor Richard tells us, "have better memories than debtors," and in another place says, "creditors are a superstitious sect, great observers of set days and times. The day comes round before you are aware, and the demand is made before you are prepared to satisfy it. Or if you bear your debt in mind, the term which at first seemed so long, will, as it lessens, appear extremely short. Time will seem to have added wings to his heels as well as shoulders." "Those have a short Lent," saith Poor Richard, "who owe money to be paid at Easter." "Then, since," as he says, "the borrower is a slave to the lender and the debtor to the creditor, disdain the chain, preserve your freedom; and maintain your independency; be industrious and free; be frugal and free."—Poor Richard's Almanac

OLIVER FORSYTH'S ACCOUNT

I was not very old when my uncle George W. Clarke died, but I remember him very well. He had great faith in his Indiana property and believed that its industrial development would come very soon. He would probably have been greatly disappointed had he known that the first serious development of his great property was not to be made until twenty years after his death. I used to have a curious relic of the early days that was found by Henry Eggers, Sr. and given to me by him. It was a three-pound cannonball found at Berry Lake. It appeared to have been fired from a small cannon and in all probability had been shot from some old-time vessel on the lake. I left it at the old East Chicago homestead where it was lost.

FORSYTH HOMESTEAD BURNS

The year of 1871 was a year of drought and the whole country was burning up through lack of rain. During the month of September, my father was absent on a business trip in the East, and I, though only fifteen years of age at the time, felt a good deal of responsibility. A dense cloud of smoke from northern forest fires darkened the sky over Lake Michigan. The marshes about us began to dry up and, filled as they were with a century's accumulation of vegetable matter, they became quite inflammable. I became very uneasy, especially as our house could not be protected against a fire in the woods and marshes. It was the house my father had bought from Dominick Mutter, and its surroundings greatly endangered it. I urged my mother to bury our books, for our library contained about a thousand volumes--and this we did finally, wrapping them in sheets, and covering them with sand. We buried some other valuables likewise. Meanwhile, the fires grew more frequent in the woods about us, although when my father returned from New York, he insisted that the danger was not serious. He had the books dug up and placed on the library shelves. Hardly was this done before the conflagration came. The fire swept up to our homestead so quickly that we had no time to save anything of value. We almost saved our piano but not quite.

We had a faithful German working for us at the time who was helping to move out the piano and was carrying one end. When the instrument was half out of doors, he suddenly bethought himself of a suit of old clothes he had in the basement. The thought paralyzed him and, losing all interest in the piano, he let fall his end in the doorway and dashed for the stairway. I don't know whether he saved his suit of clothes or not. It wasn't worth over two dollars anyway.

The fire also took many pigs and much valuable farm machinery.

We all got into a big wagon and drove into a swamp where we dug holes in the moist earth for greater protection and remained there until we felt we had a safe road out. We made our way to Cassella (now Indiana Harbor) and from there drove along the shore of Lake Michigan to Berry Lake where we stopped over night at the home of John F. K. Vater.

In the morning we boarded the Pennsylvania train at Berry Lake Station, a group of fugitives. When the westbound train stopped at the station, we learned of a greater calamity than ours--that fire had stricken Chicago also, and that the day of our disaster, October 9, 1871, would live in history as the day of the great Chicago fire.

The day before the fire my father had purchased the Steiber tract from John Steiber for eight thousand dollars. My father gave him in payment a check on the Chicago bank of George C. Smith & Bro. Steiber was, of course, very much excited when the fire came and the bank was burned out. He was also very much relieved a few days afterwards when the bank reopened in a solvent condition.

We afterwards lived in the Louis Ahlendorf house, southeast of the house that burned. This house was still standing until recently.

The Hammond slaughterhouse was established about this time. One day we were greatly surprised at the appearance of a great herd of longhorn Texas cattle. There were hundreds of them. They had escaped from the pen at the slaughterhouse.

I think it was two years before the fire that my father made a very interesting trip to Topeka, Kansas, to visit the tribe of Pottowatomie Indians there. He had found it necessary to get deeds from the Indians in order to clear the title to some of his land. He took with him Decotio, a South Bend Indian interpreter, and together they carried a large supply of dollar bills and red blankets. They found On-Wa-ow-sie, the chief of the tribe, in a favorable mood. A council was held at which the eloquence of the chief and Decotio and the influence of the bills and blankets won the Indians over and the desired signatures were obtained.

After the Chicago fire, there was an unusual call for wood from the farmers to the west and south. We sold as high as three thousand dollars worth of wood for fuel in a single month. The price was \$1.00 per load.

THE ROBERTSDALE OFFICE OPENED

For the convenience of the Robertsdale patrons, the association has established an office in Robertsdale at the drug store of Dr. T. W. Kohr. Dr. Kohr is the newly-elected treasurer of the association and will be glad to give information to inquirers. He is authorized to make out passbooks for new members.

THOMAS MOYLAN

Forty years as foreman on the Whiting section of The Pennsylvania Railroad is the remarkable record which Thomas J. Moylan will have completed in the month of April, 1911. For the first twenty years of his work, Moylan's headquarters were Berry Lake, but the coming of the Standard made a change necessary. The foreman's home and the toolhouse were moved to Centre Street near the Whiting station.

PREMIUM SECTION

Over the door of the section house at Whiting hangs the sign in large letters "Premium Section." This indicates that the officials of the Pennsylvania Railroad have this year awarded to Whiting the prize which is annually given to the best kept section of the division. Three times before has Moylan won the premium. Moylan's forty years' experience gives him an advantage in the competition which younger men cannot overcome.

It may also be said Moylan has been a good citizen during all the forty years. His calm, clear eye marks him as one who would have made a success in almost any calling.

What maintains one vice would bring up two children. You may think perhaps that a little tea, or a little punch now and then, diet a little more costly, clothes a little finer, and a little entertainment now and then, can be no great matter; but remember what Poor Richard says: "Many a little makes a mickle; and farther, beware of little expenses; a small leak will sink a great ship; and again, who dainties love, shall beggars prove; and moreover, fools make feasts, and wise men eat them."—Poor Richard's Almanac

PIONEER CHURCH AND SCHOOLS

The first schoolhouse was at Robertsdale near the present site of the Hammond pumping station. The teacher for many years was John Quincy Adams Sparks, an entirely thriftless and lovable bachelor who came out from Rhode Island and drifted into the Whiting neighborhood many years ago.

J. Q. A. SPARKS

Sparks was a plasterer by trade but became a schoolmaster through force of circumstances.

At the time when the Standard came to Whiting, Sparks embarked in business as a butcher. His easygoing habits caused an early failure in 1890. In 1891, he was justice of the peace and keeper of a large boarding house. He was also a fire insurance agent. His boarding house burned, with no insurance. The train of misfortunes culminated in the Republican defeat of 1892. As an ardent Harrison man who took his politics seriously, Sparks found this the severest blow of all. He went away for a time from Whiting.

Although Sparks soon returned to his old haunts, he confined himself thereafter to his trade of plasterer. He was accustomed to wear his hair long with an untrimmed beard. He lived alone, doing his own cooking, up until the time of his death about five years ago.

Sparks had a powerful frame and well knit muscles which even in his later days made him a formidable boxer. No acquaintance will ever forget his easygoing congeniality nor his hearty laugh that exploded in a roar. He never married, a fact due to an early disappointment in love. This was unfortunate, for he sadly needed a woman's care.

Another school was built somewhat later, east of the Pennsylvania tracks toward Berry Lake. And this was used in the seventies and eighties as a voting place.

RELIGIOUS SERVICES

The schoolhouses were used as houses of worship, as the Lutheran denomination maintained regular services. In the earliest times, worship was conducted in Berry Lake schoolhouse though, when the Whiting School was established, the services were held in the new building.

Later a third schoolhouse was built in Oklahoma and this remained in use until after the coming of the Standard Oil Company. It was torn down twelve years ago.

STATE AUDITOR'S TESTIMONY

I am more than ever convinced that the building and loan associations, properly and honestly conducted, are the greatest of all known home building institutions in the country, and that they will accomplish far more for the happiness and contentment of the great masses of the people than any other financial institution.

The associations help to enable the greater masses of the people to acquire homes by small savings from week to week, and month to month, and such associations are the greatest known factors for the making of contented and law-abiding citizens and taxpayers.

John C. Billheimer
Auditor of the State of Indiana
in Report of 1910.

A notable attempt to solve the transportation problem was made by Jacob Forsyth about the year of 1870, when he placed a small but efficient steamboat on the waters of Wolf Lake. Mr. Forsyth was at that time doing a large amount of fencing and this steamboat was of great value in transporting the post. The captain of the vessel was Clarke Forsyth. There were neither passengers or traffic on the lake sufficient to warrant the maintenance of a regular service and the boat was soon taken off.

THE RAILROAD WOODPILE

Locomotives burned wood in those days. In the early seventies, the station at Whiting comprised two structures, viz the woodhouse and the water tank. There was no regular passenger service, but most trains were forced to stop at Whiting to take on wood and water. Underneath the elevated water tank was built a comfortable dwelling; the substantial beams that formed the legs of the tank were corner posts of the cottage. Long after the water tank became obsolete, this building was used as the dwelling of the section foreman, Robert Klose. Then, for another series of years, it was used as a freight office where Henry Beaubien, Arthur Beaubien, Herman Richter, William Urie, and the rest spent their working hours.

The woodshed was not usually supplied from the local stumpage, but the fuel was purchased farther east and brought here for use. This shed was the busiest and about the most necessary building in town, at one time, but the coming of the coal-burning locomotive thrust the woodshed into the limbo of disused things. At a later time, when Whiting began to be a station of some importance with an operator agent of its own, the woodshed became valuable as a freight house and was so used until the present structure was built.

FRANK REINHART

In addition to the woodshed and water tank, there was a third building in the depot neighborhood. It was located across the railroad track nearly opposite from the spot where the present station now stands. This was the home of Frank Reinhart who sold forty-rod whiskey and other wet goods to the thirsty. Frank was not very far from the company's whodshed and the railroad people, when a shortage was noticed, accused him of the theft. The wood kept disappearing, however, and finally a warrant was issued for Reinhart's arrest. Fable has it that the sheriff duly appeared, but Frank saw him from afar and disappeared among the tangled undergrowth of the sand hills. Again the sheriff appeared but again his man eluded him among the dunes. Both sides eventually became tired of this game of hide-and-seek and Reinhart besought influential friends to help him out. The matter was dropped with Frank's promise to be good.

THE FAMOUS HOOK

Reinhart's fertile mind was responsible for the invention of a famous device that is said to have supplied him with many a savory slice of bacon. The story of Frank's hook is usually told as follows:

The hook was a very heavy one and supplied with a stout rope. It was kept well hidden until the night freight, eastbound with car of livestock, had stopped at Whiting for its regular supply of wood and water. At the busiest moment, when the train crew was engaged in getting fuel aboard, Frank, when he had found a carload of pigs and had craftily secured one end of the rope to a convenient tree, would fasten his hook to the car door. The movement of the train would, of course, tear the door from its fastenings, thus giving the pigs within plenty of opportunity to escape. Next morning Reinhart would go out with a gun over his shoulder to hunt deer. His hunt was always successful, even if his venison did taste remarkably like pork.

FEATURES

Members of the Whiting Savings and Loan Association may make payments at any time and in any amount at the office of the association located at 509 Clark Street or at Dr. Kohr's Drugstore.

Members receive five per cent on their money. Dividends are declared twice a year, July and January.

Withdrawals may be made at any time.

Borrowers pay seven per cent interest. Loans may be paid at any time in full or part.

No taxes: Under the State Law of Indiana there are no taxes on building and loan deposits (except paid-up stock and prepaid stock).

The association is managed by a board of nine directors who elect the officers and supervise all loans.

The organization has always done a profitable business with very small expense.

The new buildings, which are erected each year with our help, testify in a gratifying way to the fact that the association is fulfilling its mission.

"Perhaps they have had a small estate left them, which they knew not the getting of; they think 'tis day, and will never be night; that a little to be spent out of so much, is not worth minding (a child and a fool," as Poor Richard says, "imagine twenty shillings and twenty years can never be spent); but, always taking out of the meal-tub, and never putting in, soon comes to the bottom;" "then," Poor Dick says, "when the well's dry, they know the worth of water." --Poor Richard's Almanac

A BATTLE WITH YEGGMEN

An Episode of the World's Fair Year

The following account of an extraordinary episode has been given by an eye witness to the affair. Two desperate bandits lost their lives in the struggle and three Robertsdale men were wounded. A far greater tragedy was narrowly averted by the ability of William Timm to shoot quick and shoot straight. His successful defense of his household in the face of an armed band is well worth relating.

The battle took place at the Kreuter place at Sheffield Station, where Timm had a hunters' resort.

The evening dummy on the Lake Shore had carried away the last of the visitors to the resort. Under the trees were seated George Dorsch and William Timm in company with Miss Margaret Dorsch and Rose Tzier, two ladies who had come from Robertsdale to inquire of the health of Mrs. Timm who was lying sick in the house with her infant born that day. It was about half past seven when a group of seven men approached the resort. Mr. Timm arose from his seat and entered the building ahead of them going behind the bar. Although he had no inkling of what was coming, something sinister in the strangers' appearance caused him to finger his own revolver, which he happened to have in his hip pocket. The strangers asked for drinks, but as he stooped to serve them, one of them attacked Timm, striking him a blow in the face. Both Timm and his assailant pulled their revolvers, but Timm was the quickest and the stranger fell dead from a shot from the Whiting man's weapon. The others immediately began firing and, had not Timm been able to use the dead body of the bandit as a shield, he would have undoubtedly lost his life. He was helped by the semidarkness of the room and, though he was not struck himself, he succeeded in wounding one or more of the invaders and driving them out.

Timm now armed himself with a shotgun and started after the robbers. He met the leader of the band at the side of the building and mortally wounded him. The others ran away. Meanwhile, Dorsch heard the shots and, although he was unarmed, he came to his friend's rescue. He received two bullets in the abdomen and fell. Robert Purdy and Jacob Zylinger were both in the neighborhood and heard the shots. Before they could come, they were struck to the ground and stunned by the marauders, though neither was seriously injured. When Timm returned from his pursuit of the fugitives, he found two badly wounded men in need of attention. Fortunately, help came quickly from Robertsdale. Dorsch was taken to a hospital, where he made a long and successful fight for life. Gallagher, the desperate leader of the band, was found with a terrible wound. He was one-armed and in his empty sleeve carried a stone as a weapon. With this he tried to assault a bystander who brought him a glass of water. He maintained this defiant attitude to the end, although it was several weeks before he died.

One mystery of the affair will probably never be cleared up for no adequate motive for the murderous attack has every been found. It was probably a mere whim of the leader, Gallagher.

It is now considered certain that the attacking party was a band of criminals known as the Lake Shore Gang, whose regular practice it was to rob freight cars. The date of the battle was July 17, 1893.

THE SAND AND GRAVEL INDUSTRY

For many years the sand and gravel industry was one of great importance. The large amount of sand and gravel washed up the the lake along the Whiting Beach was so convenient to the railroads that it soon found its way into the Chicago market. There were three heavy shippers. Mr. John F. K. Vater was the pioneer in the business, although the Knickerbocker Ice Company was a larger operator afterwards. Mr. Robert Atchison and Mr. E. S. Davis ship a considerable amount of gravel from Whiting at the present time.

"The taxes are indeed very heavy, and if those laid on by the Government were the only ones we had to pay, we might more easily discharge them; but we have many others, and much more grievous to some of us. We are taxed twice as much by our idleness, three times as much by our pride, and four time as much by our folly, and from these taxes the commissioners cannot ease or deliver us." —Poor
Richard's Almanac

"A man may, if he knows not how to save as he gets, keep his nose all his life to the grindstone, and die not worth a groat at last. A fat kitchen makes a lean will," as Poor Richard says; and, "Many estates are spent in the getting, Since women for tea forsook spinning and knitting, And men for punch forsook hewing and splitting."

—Poor Richard's Almanac

OFFICE HOLDERS

During the seventies and eighties, J. F. K. Vater was the Justice of the Peace, and Henry Eggers, Constable. Henry Schrage was Postmaster and also Road Supervisor. John Kreuter was also Road Supervisor for three years.

The road supervisor had to look after a large mileage of roads between the state line and the Calumet River, but he had very little money available for the work. The greatest obstacle to road making was the water and deep muck of the sloughs. It was usually necessary to haul brush in the wintertime as a foundation, because no sort of a foothold was possible in the summer season. Sometimes the muck was ten or fifteen feet deep and furnished almost insuperable difficulties. At that time every voter was required to work out his poll tax on the roads. Mr. Schrage showed great energy in pursuing the reluctant voters to obtain the labor which all the roads so much needed. Once he found it necessary to arrest a certain delinquent and defiant citizen who refused to work. Mr. Schrage's zeal is said to have been the moving cause of his defeat in one election as many voters felt that he was too energetic in requiring the legal work on the road. In a succeeding campaign, he was again reelected to the office.

THE WRECK OF THE LADY ELGIN

When the Lady Elgin was wrecked off the Wisconsin shore in 1860, many bodies were carried south by the current and were strewn along the Whiting Beach from the state line to Edgemore. Christopher Schrage, with an ox team, drove along the shore and gathered up the bodies. Most of these were buried in temporary graves and were afterwards taken up by friends and relatives, although some of the bodies were never claimed. A few of the victims whose corpses were washed ashore near the state line are buried on the Eggers farm.

THE ICE INDUSTRY

The growth of Chicago and its great demand for ice early attracted the attention of Indiana land owners. One of the earliest attempts to supply Chicago with Indiana ice was that of a company organized by Henry Eggers, J. F. K. Vater, and Frederick Zuttermeister. This company built an icehouse at the northern end of Berry Lake, which remained in use until the water of the lake was lowered by the drainage project of the East Chicago Land Company about 1890. Mr. Zuttermeister was the only one of the original owners to remain in the ice business though he shifted his activities to Wisconsin.

KNICKERBOCKER ICE COMPANY

It was not, however, until E. A. Shedd began his operations at Sheffield (Roby) that the ice industry became a serious one. The three original partners were E. A. Shedd, J. S. Fields, and C. B. Shedd. The company was first known as E. A. Shedd & Co., and their first icehouse was a small one on the Calumet River. Soon after their location at Wolf Lake, the company's name was changed to the Knickerbocker Ice Company. The concern rapidly forged to the position of leader among the ice companies of Chicago. The first icehouse which they built in Indiana is now known as icehouse No. 1 and was soon followed by the erection of No. 2 and No. 3. Then the company required the building of additional plants in the colder climates of Wisconsin. It is unnecessary to state that the Knickerbocker Ice Company was an extraordinary financial success. The great ice combination which was formed in Chicago a few years ago was planned and dominated by the three men who started on so modest a scale on Wolf Lake. The present president of the company, Mr. John S. Fields, is remembered by the old-timers as the energetic superintendent of the earlier days. The real estate at Roby is owned individually by E. A. and C. B. Shedd who still devote much personal attention to their Indiana land interests. The present generation has but a limited acquaintance with the original members of the company. The men who have had charge at Roby during the last twenty years are John S. Briggs, Thomas Muldoon, and Phil Smith, the present superintendent.

THE ASSOCIATION'S FUNDS

The cash of the Whiting Savings and Loan Association is kept deposited in the Bank of Whiting and the First National Bank. The payments are made by check; the check must be signed by the president and the secretary of the association. The officers who handle money are required to furnish a surety bond issued by a responsible bonding company

POOR RICHARD'S ADVICE AT THE AUCTION

"We are offered, by the terms of this vendue, six months' credit; and that perhaps has induced some of us to attend it, because we cannot spare the ready money, and hope now to be fined without it. But, ah, think what you do when you run in debt; you give to another power over your liberty. If you cannot pay at the time, you will be ashamed to see your creditor; you will be in fear when you speak to him; you will make poor pitiful sneaking excuses, and by degrees come to lose your veracity, and sink into base downright lying; for, as Poor Richard says, "the second vice is lying, the first is running into debt." —Poor Richard's Almanac

"If you would know the value of money, go and try to borrow some; for, he that goes a borrowing goes a sorrowing; and indeed so does he that lends to such people, when he goes to get it in again." —Poor Richard's Almanac

OLD-TIME NAMES AND PLACES

Robertsdale

Robertsdale in the sixties had the same name as now. The Robertsdale Station was originally a water tank on the Fort Wayne Road, and was, as everyone knows, named for Mr. George M. Roberts, whose family has played an important part in the development of the section. The name of Robertsdale is thus far older than that of Hammond, which did not receive its present name until the seventies. The "Robertsdale Prairie" was well known on account of its excellent hay.

HAMMOND IN 1860

On the map of George W. Clarke (dated about 1860), Hohman's Bridge appears. This was placed at a point now near the center of Hammond. The old bridge (named from a prominent land owner and justice of the peace) was situated not far from the present Hohman Street Bridge.

The real prosperity of Hammond began with the establishment of the slaughterhouse about the year 1870. The partners were George H. Hammond and M. M. Towle. Hammond was a Detroit man and Towle was the resident manager. In T. H. Ball's History of Lake County, published in 1871, the settlement is called "State Line Slaughter House." The name Hammond soon came into general use.

GIBSON

The name Gibson appears on the map of 1860 as a station on the Michigan Central Railway. It is thus one of the oldest names in the district.

INDIANA HARBOR

Indiana Harbor appears on the Clarke map of 1860 as "Poplar Point" with a "wood Pier" prominently marked. The pier did not exist at all except on the map as far as is known. There were no settlers at this place, but only an undisturbed wilderness of sand and swales. Conditions were too forbidding for even the hardy settlers of that era. One mile and a half southwest toward East Chicago were two settlers who built very good homes (probably in the sixties). These were two Germans by the name of Ahlendorf and Mutter whose clearings were situated on a sandy trail called Chicago Road. Both the Ahlendorf and the Mutter holdings were purchased by Jacob Forsyth soon after his coming to the county. Mr. Forsyth soon erected a sawmill at the present site of Indiana Harbor and named the place Cassella in honor of Mrs. Ella Cass, his cousin, who was the wife of President Cass of the Pennsylvania Railroad. The name Cassella was used until the building of Indiana Harbor in 1901. The sawmill was the only industry of the early time.

The Clarke map of 1860 also shows a proposed "Indiana Harbor of Wolf River," indicating that the name of Indiana Harbor was applied to a spot four miles north. It is the belief of some that the name of Indiana Harbor was borrowed from this old map.

EAST CHICAGO

There was no settlement at East Chicago in the early times. The history of the city really begins with the sale of the East Chicago tract to the Kennedy-Todd syndicate which developed it. The original swamps remained practically undisturbed until 1887 when actual improvement commenced.

SOUTH CHICAGO

The first name of South Chicago was Ainsworth which is the name shown on the Clarke map of 1860. The name Calumet also appears, indicating that the earlier name was disputed. The place began to assume importance with the location of the blast furnaces and the name was again changed, this time to South Chicago. Mr. Jacob Forsyth is said to have suggested the present appellation.

ENGLEWOOD

In 1860, Englewood was called Rock Island Junction. It was inhabited chiefly by a rough and careless lot of men, largely railroad laborers, and had a hard reputation. At one time it was said to have a violent death every day. This condition passed away when Englewood was developed as a suburban center.

CHELTENHAM

In 1860, Cheltenham had the name of Clarke's Point, called so in honor of the same George W. Clarke, who was so heavily interested in Lake County real estate. At that time it was proposed to change the name to Hoboken, from the New Jersey City and Hoboken is, therefore, displayed on the map. So far as is known, this name was never actually used.

KENSINGTON

Kensington was known as Calumet Junction in 1860. Roseland and Pullman had not yet come into existence.

EAST SIDE

The eastern side of the Calumet River was developed somewhat late. No station or settlement is shown on the map of 1860. Much of the land in this district was purchased by Colehour who gave his name to the village. The development of this section was retarded by litigation over land ownership which was not ended until the famous Hetty Green made a heavy loan which cleared up some of the difficult problems. From that time, the trouble over land title ceased. The name of One Hundred Street was used twenty years ago, but East Side has now been the accepted name for a long period.

SAND BLUFFS

One of the distinctive features of the Whiting landscape was the line of sand bluffs that bordered the shore of Lake Michigan. The best examples remaining are those in and north of the Whiting Park. Some of these bluffs are several hundred feet inshore, indicating recent accretions of the land. At the foot of Sheridan Avenue, however, the water washes to the very foot of the old sand hills. Northwesterly from Sheridan Avenue, the observer will find no sand bluffs at all, until he reaches the state line.

ENCROACHMENTS OF THE LAKE

The line of sand bluffs was complete in 1860. They extended in a line almost unbroken from Hyde Park to Dune Park and beyond. In the sixties, the lake began to encroach upon the land very seriously and the line of shore crept inward. The Lake Shore Railroad was the greatest sufferer, for when the protecting barrier of sand bluffs had all been eaten away, the Lake Michigan storms began to throw great waves over the track itself. The condition became so alarming that the railroad was forced to relocate its track and move it considerable distance inland. Protective measures were also taken. Long piers were thrown out into the lake and maintained there at a great expense; as these piers proved to be very effective, they have always been kept up and greatly extended from time to time. Without them the lake would unquestionably have made rapid inroads. The principal piers are spaced about one-half mile apart.

THE WHITING STORE

Henry Schrage's first store was an exceedingly modest affair when it started in 1870. The articles offered for sale filled only a few shelves and could all have been placed in a good sized cupboard. The store grew in importance and was soon the central feature of the neighborhood activities. The post office was established in 1871 with Mr. Schrage as Postmaster, and in 1874, a regular station stop was established by the Lake Shore Road. The building of the Baltimore and Ohio Railroad in the seventies added to the importance of the settlement. This was a prosperous time in Whiting, and the Schrage venture became an active and profitable enterprise. For fifteen years this store was the center of the business, political, and social life of the community. A new store was built in the eighties.

The coming of the Standard Oil Company enlarged Mr. Schrage's interests in many directions and he soon after retired from the store. In 1895, he established the Bank of Whiting, the first bank in the community. At the present time, a new building for the use of the bank is in course of construction at the corner of New York Avenue and 119th Street. This fine new building is now being completed and will soon be ready for occupancy.

POLITICS

In politics, Whiting was strongly Republican after the war. The returned soldiers, under the leadership of Henry Schrage, took a great interest in the election of General Grant in 1868. To vote was not an easy matter, for the Whiting voters were compelled to go to Hessville to vote, crossing the Calumet River somewhat south of East Chicago where an old-timer named Lohse had boats for the convenience of travelers. The Republican tendency in politics remained until the coming the Standard.

A separate precinct was established in Whiting about 1870. The usual voting place was in the Whiting schoolhouse.

The Building and Loan Associations of the State of Indiana show assets to the total amount of \$40,000,000.00. The largest associations in Lake County are the Hammond Building, Loan and Savings with assets \$244,194.10 and the Home Building, Loan and Savings with assets \$200,525.57.

A TALK WITH HENRY REESE

I was born on September 25, 1827, at Hohnhorst in Hesse. When I left my native town to go to America, one of the women ran out to say the last word. "When you get to America, ask the first man you see 'where does Carl Steiber live?'" America was not so small as this lady thought, but I soon learned about Carl Steiber. I was working at Arlington Heights when another friend, also a Hessian, told me that Steiber was the section boss on the new railroad at Whiting and that he was paying his men the wonderfully large wages of \$1.00 a day. As soon as possible, I brought my wife and three weeks' old baby to Whiting and was at once put to work by Steiber. This was in the spring of 1854, the year after the building of the railroad. There was no house to be had, so the section men and neighbors stopped work for a couple of hours and built me a log house on the railraod right of way. It took fifteen men two hours to build me a home. This house was a little south of where the Lake Shore Station now stands. I worked on the Southern Road, as it was then known, when Steiber was section boss, and afterwards under Jim Cunningham, Simpson, and Robert Atchison who were also section bosses later. I also worked on the Pennsylvania and then on the Baltimore and Ohio Roads. Section men had great privileges in those days, and if the work was too hard or the sun too hot, we would often knock off work for an hour or two with a barrel of whiskey convenient.

Some of the work we had to do then seems strange to us now. I remember that old Fred Opperman and I were sent to Berry Lake to pump water for the Pennsylvania engines. There was a water tank there but no windmill, as the water was all pumped by hand. The section men were supposed to keep it full of water so the engines could be filled by gravity without delay. It sometimes happened that the tank would be empty and it became necessary to pump water directly into the feed tank of the boiler. Sometimes there would be five engines there waiting for water.

The Kellys were famous then; Tim Kelly, Pat Kelly, and Jim Kelly were all section bosses. They were relatives of the old man McCrea, who lived east, a few miles down the line. McCrea had so many children and grandchildren that he was related to almost everybody in the settlements east of Whiting.

BEE HUNTING

I was a bee hunter. I have located over a hundred swarms of bees in the woods. I would walk east exploring the ridges as far as Tolleston locating bee trees. This is a very particular work. You must know just how to do it and you must have a good eye. A bee is not as big as a goose, but I can watch a bee for a quarter of a mile as it flies away from me. Yes, a quarter of a mile, and that's about all; after that it fades away and you can see nothing. I would then follow up the bee and find the swarm and a store of honey. Honey was always in excellent demand.

Game was very plentiful. Besides the ducks, there was deer and wild turkey. Foxes were so tame that they would come within a few feet of you without alarm. I remember especially two big wolves that I was somewhat afraid of. They would be very awkward to meet suddenly at the wrong time and place.

THE INDIANS

The Indians had mostly left Whiting before I came. There were only two that I remember. One was Bill and he was a good wood chopper. Both of these Indians used to work for the settlers. They kept some of their old habits; for instance, in the winter they lived in a queer kind of a dugout that was roofed over with short split staves. It was a small affair, but very warm. I well remember the dugouts in Berry Lake, south of the Eggers homestead. The main Indian trail did not go through Whiting and we saw very few of them.

THE TIMBER

The fine timber through the district was a good source of income. We would cut the timber at some point as near as possible to Lake Michigan. We would then drag the logs to the lake and make them up into rafts. These rafts had to be made just right or they would go to pieces and lose the timber. We would then walk along the shore, towing the raft of logs behind us. One man in the way could pull a couple of carloads. There were no piers in the way and we could take them in this way as far as the Calumet River. There was a tug at that place that we could engage to tow our logs to the Chicago market. There was good demand in the city for logs which were suitable for piling. These logs were cut on land which, strictly speaking, did not belong to the settlers, and we never inquired whether it was government land or state land or whether it was owned by private parties.

There was Louis Ahlendorf who had the old sawmill east of East Chicago where he sawed up lumber and would deliver it by ox team or tow the lumber along the Calumet River. His place afterward was bought by Jacob Forsyth. Mr. Forsyth later built a mill at Cassella on the railroad about where Buffington is now. He employed a number of men, but I do not think it paid him very well.

THE SETTLERS

For a long time there were only about twelve families in Whiting, most of them being Germans. Of these, Christopher Schrage, John Steiber and his brother Carl, Christopher Harms, Herman Weusenfeld, and Conrad Weusenfeld were, like myself, from Hesse. John F. K. Vater was a native of Saxony, while Henry Eggers was from Hanover. George W. Clarke, the great land owner, came frequently to Whiting. He was rather fat and had a pink and white complexion like a woman. I remember once, in the wintertime, when the snow and ice were on the shores of the lake, Clarke was at John Steiber's house near the Lake Shore Station. He wanted to take a swim in the lake so Steiber furnished him a dressing room. Here he put on his bathing suit and ran from the house down to the icy water where he plunged in and swam about. When he came out, he had all the section men who were there take towels and rub him down until his skin was red.

I remember once Clarke had a great sign put up on which he warned the public that he was the owner of 14,300 acres of land and that his timber rights were to be respected.

The settlers were told that they could have all the timber they needed for building a house or barn, but should cut no logs to sell.

Jacob Forsyth was a nice man--a very nice man, if you understood him. Herman Weusenfeld and I got along with him very well, but that was not true of most of the settlers. He lived about three miles southeast of town in the "Yellow House," as we always called it. One day Forsyth sent his foreman, John Gilbert, for me. It was a very hot summer and I walked through the woods to his house where I found him with a surveying crew. "Henry," he said, "I want your advice. I have thousands of acres of land here that are not earning me anything. I am thinking of buying a flock of sheep. What is your advice?" "Mr. Forsyth," I said, "there are too many wolves to raise sheep; you could not keep a flock here." "Well, Henry, I believe you're right," he said, and that ended the interview. Another time he sent for me and I went to his house. "Henry, I want to ask you about buckwheat. Why won't buckwheat make a fine crop?" "Mr. Forsyth," I said, "I have never sown a handful of buckwheat in my life; I cannot give you any advice."

Before the Chicago fire, I had a house on the Carl Steiber Place, about where Steiber Street is now. The year 1871 was a terribly dry year, so dry that the moisture disappeared from the marshes. September was a fearful month; fires became quite common in the woods. The worst of it all was that even the soil in the marshes would catch fire and burn to the depth of a foot beneath the surface. At the spot where White Oak Avenue crosses 121st Street now, I remember that the fire burned in the soil for two weeks. I didn't live in that place long after Steiber sold to Forsyth in 1871. I decided to move my house to Berry Lake so I got some of the neighbors to help me saw my little house into four sections, cutting through the middle of the house both ways, roof and all. The sections were then small enough so that we could move them easily. This we did very successfully and the cost of my moving was only a few gallons of whiskey which, at that time, cost 25 cents a gallon. The coming of the Standard Oil was a great event. Conrad Weusenfeld was the first, I think, to sell to the company. Conrad came to me one night and said: "Henry, I am offered \$300.00 per acre for my farm. Would you advise me to take it?" I advised against selling, as it seemed to me that anyone who would pay so much as \$300.00 per acre probably wanted it bad enough to pay more. I think he afterwards received about \$400.00 per acre for it.

LAND PRICES

I did not buy any land myself in the early days. Although I would have been glad to have bought a piece of land with good garden soil, none was offered me. I could have bought 40 acres near Stieglitz Park for \$40.00 but it was mostly slough land. There were 29 acres offered me on the shore of Lake Michigan north of 117th Street and west of the present Whiting Park. I could have had it for \$75.00, but

it was too sandy to be of any use. Mr. Ernst Hohman, the Justice of the Peace, took Carl Steiber and me over his land holdings which lay south of the Calumet River. He was very anxious to make a sale and took us over one ridge after another as far south as the cemetery. It seems to me that there were more than thirty sloughs and ridges that we crossed that day. He told us that he had over 900 acres and was willing to sell for \$3.00 an acre. His anxiety for a sale was sharpened by some need of ready money. We were not persuaded and did not buy the property. Today it lies in the heart of the city of Hammond.

WHITING IN 1860

A visitor coming to Whiting about the year 1860 or in the middle of the fifties would have found transportation a serious difficulty. If the stranger came by rail, as he might have done after 1853, it was necessary to leave the train at Ainsworth, as South Chicago was then called, and walk the ties five miles to Whiting. If he came on foot or horse conveyance, he would have found a great scarcity of roads and bridges. Christopher Schrage and family came to Whiting from Chicago in 1854. They found it necessary to travel south as far as Hegewisch in order to get to Chittenden Bridge at that time. From Hegewisch they traveled on the so-called Indian Ridge to East Side, where they found a passable trail near the lake to Whiting. There were no bridges to the west or south except Hohman's Bridge (now Hammond). Boats were common enough and a foot traveler could usually hire a boat to make a crossing. Transportation by water was usually inconvenient for, although there were many water ways, they did not extend in the direction in which people wanted to travel. The water covered a very much greater proportion of the land then than now. The whole district was a succession of ridges and swales. The ridges were covered with a rich growth of forest trees together with a more or less dense growth of underbrush. The swales lay between the ridges and usually were miles in length and frequently approached the dignity of lakes. In seasons of high water, these swales overflowed into Lake Michigan or the Calumet River. Lake George (Mud Lake) had an outlet to Lake Michigan where Atchison Avenue is now. Berry Lake was drained by a winding creek that emptied into the lake where the Indiana Harbor elevator is now. The Big Slough lay to the east of Indiana Boulevard near Stieglitz Park and, at that time, extended north as far as 119th Street. In times of high water, it furnished good boating. Mud Lake, at the time, frequently extended to the corner of 119th and Oliver Streets. Both the ridges and the sloughs were rich in vegetation.

RIDGES AND SLOUGHS

The peculiar alternation of long, low ridges lying between narrow, shallow swales added difficulties to travel and transportation. It was comparatively easy to walk or to drive an ox team along a ridge, but it was quite a different matter to get over to some other ridge. To the traveler going south toward the Calumet River, the route was always rather easy, as there were ridges near the present location of the Terminal Railroad that were almost always passable. Zirnkeble Ridge and White Oak Ridge, as they were called, have been almost obliterated by later improvements. Brumel Ridge in Berry Lake was chosen as a home by Fischer, Ehlers, Wenzel, Weidendorf, and other old settlers.

PIONEER NOTES

One of the most notable real estate investments ever made in Whiting was the purchase by Robert Klose in 1886 from the estate of George M. Roberts of three and one-half acres of land at New York Avenue and 119th Street for \$460.00. This land is now worth about \$30,000.00.

The purchase of twenty-three acres of Lake Michigan Beach land by J. F. K. Vater was highly profitable; the price paid being \$51.00. Mr. Vater's heirs received more than \$100,000.00 when it was sold to the railroads.

The paraffine works and the Terminal yards were built upon the Horlbeck "forty." Mr. Wilhelm Horlbeck was the owner for a long period.

Mr. Albert Poppen came to Whiting in 1870. He has a vivid recollection of the fires of 1871 in which he lost eighteen tons of hay. Mr. Poppen lost an arm through an accident a few years after coming to Whiting. Notwithstanding this circumstance, he bought and paid for a property in Oklahoma, which afterwards, greatly increased in value. Mr. Poppen is a native of Hanover, Germany, where he was born in 1826.

Not all the early settlers were German; Mr. Robert Atchison was a Scotchman whose thrift enabled him to raise a large family and to become a conspicuous property owner. The Wonnacott family is of English origin.

Mr. John Kreuter claims the distinction of having built the first bridge over Wolf River. This was about 1874 when Mr. Kreuter was Road Supervisor. Most of the work in the construction of Indiana Boulevard was done at the same period.

READ—THINK—ACT

You know you ought to save. There need be no argument on that score, but you ought to save in the Whiting Savings and Loan Association. Why? Because it is a mutual institution.

Because your earnings placed with us will earn you five per cent a year.

In the building of these homes the money is paid to our lumber and hardware merchants, laborers, masons, carpenters, plasterers, plumbers, painters, etc.

You will observe that money so loaned and paid out remains and adds to the value to our city, besides gives employment to numerous people of whom you may be one.

OUT OF DOOR LIFE

Hunting

For nearly forty years, Whiting was a community of hunters. The deer had practically disappeared from the ridges in 1860, but the vast multitude of ducks flew in seemingly inexhaustible numbers. Nature had made the Whiting marshes an ideal feeding ground for ducks, but the time finally came when industrial development destroyed what nature had created. It was about the year 1890 that the drainage of the swamps began the destruction of Whiting as a sportsman's retreat. The multitude and variety of game birds attracted great numbers of Chicago sportsmen and many shooting lodges were built to shelter and entertain the visitors. Throughout the section these hunting retreats were a recognized institution and many a dollar was put into circulation by the hunting fraternity. At the Chittenden Bridge, near the present town of Hegewisch, were two famous resorts, perhaps the best patronized in the neighborhood. One was run by the notorious Bill Reese whose physical strength and capacity for violence gave him a reputation as a "terror." All old settlers can tell of Bill Reese's prowess; how he whipped twelve men who were armed with clubs and ox-yokes, how he met his death, shot from ambush by a young hunter whom he had tried to terrorize, and how the resulting murder trial became the great event of its kind. Charles Kreuter's place on the shores of Lake George was another of the best known resorts in the neighborhood as was that of his brother John Kreuter at Sheffield Station. Frank Reinhart and his successor, Vincennes, occupied a resort which stood near the Lake Shore Station until the coming of the Baltimore and Ohio Railroad.

One other place, especially, must be noted on account of the great beauty of its surroundings; the spot at Berry Lake where Henry Eggers entertained fishermen and hunters who visited him. This place kept its beauty for only two seasons after the Standard came. The older men who came with the Standard remember with deep regret the rich luxuriance of its wooded banks, its water lilies, and its beautiful group of sentinel-like birches, marshalled single file at the northern end of the lake.

FAMOUS HUNTERS

A famous hunter of the sixties and seventies was Edward Slater, concerning whose prowess great tales are told. Slater was still shooting his occasional deer long after the rest of the hunters had quit; for his knowledge and instinct made him a successful hunter in the most discouraging season. Although many men in Whiting and Tolleston made their living as hunters, yet none arose to challenge Slater's supremacy. Fred Opperman remembers a tradition that once, when the ducks were flying pretty close together, Slater brought down fifty-six birds with a single discharge of his double-barreled gun.

At a later time, Fred Eggers and William Vater had much local fame. Frank Holbeck also, as well as many others in the locality, were excellent shots and were filled with a passion for hunting.

FISHING

Fish was a staple article of food for good fish were plentiful not only in Lake Michigan, but also in the smaller lakes. Few families made fishing a means of livelihood on account of the low price of fish in the market. Ed Slater was a famous pursuer of the finny tribe and had a reputation as a fisherman equal to his fame as a hunter. Henry Eggers, the elder, had a narrow escape from death while fishing in Lake Michigan. One day he had taken with him as helper a certain Indian, one of the last in Whiting. While on the lake, trouble arose and the Indian tried to throw Eggers into the lake. In the struggle which followed, the Indian was badly beaten but both reached shore without serious damage.

BERRIES

The early settlers must be credited with having carefully utilized the slender resources of the region. The berries were an institution by themselves and played no small part in providing a living for the settlers. From the time the first strawberries came until the snow fell, there was a succession of berry crops. Strawberries were distributed over the most of the region and raspberries were especially

plentiful near Berry Lake. When the huckleberry season came, it was necessary to go farther east because the best huckleberries were to be found only at Tolleston. The last crop of the year was that of the cranberries which grew in the famous marshes somewhat east of Berry Lake and extended as far east as Clarke Station.

THE MAKING OF A LOAN

When an application for a loan is received by the Whiting Savings and Loan Association, the matter is put into the hands of a securities committee of three directors. The committee carefully examines the property and investigates the desirability of a loan, afterwards making a report upon it to the board of directors. If the board is satisfied regarding the security, the borrower is then asked to furnish an abstract of title which is carefully examined. If the title is satisfactory, the borrower gives a first mortgage on the property and furnishes an insurance policy which is held by the association. The borrower repays the loan in monthly installments. This manner of payment adds to the security of the association's loans as a part of the principal is thus returned every month. The total amount of the loans made up to January 1, 1911, was \$13,900 of which amount nearly \$4,000 has been returned. The value of the mortgages owned by the association January 1, 1911, amount to \$10,044.71. This was loaned upon property appraised at \$21,220.00.

Although complete statements on the condition of the association are made out twice yearly, none of the statements has ever shown a dollar of delinquent interest; for every borrower, without exception, had kept his interest paid and is constantly repaying the principal.

"Fond pride of dress, is sure a very curse; e'er fancy you consult, consult your purse. And again, pride is a loud a beggar as want, and a great deal more saucy. When you have bought one fine thing you must buy ten more, that your appearance may be all of a piece; but," Poor Dick says, "'tis easier to suppress the first desire than to satisfy all that follow it. And 'tis as truly folly for the poor to ape the rich, as for the frog to swell, in order to equal the ox. Great estates may venture more, but little boats should keep near shore."

---Poor Richard's Almanac

BOOM TIMES AND HARD TIMES

In the early history of this region, the alternation of boom times and great depressions has been very conspicuous.

1834-36 - Boom period, farming districts in Lake County settled.

1837 - Panic year followed by depression.

1852-56 - Prosperous times, first settlers came to Whiting; railroads built.

1857 - Panic year followed by the hardest times every known by the settlers.

1870-72 - Boom period, great rise in land values, prices jump to \$100.

1873 - Panic year followed by depression.

1887-91 - Boom period, prices rise to \$2,000 per acre; great industrial development accompanied by real estate speculation; Tolleston and Griffith land bubbles.

1893-98 - Panic and depression.

1901-11 - Great industrial expansion in northern Lake County; Indiana Harbor and Gary built; absence of violent speculative excitement.

The forgotten land boom of Indiana City, in which two miles of Lake Michigan frontage was subdivided without the building of a single house, together with the equally futile subdivision of Liverpool, are the sole expressions in Lake County of the great speculative craze of 1835 and '36 which overspread the entire United States. Indiana City was located near the Porter County line and was held as a real rival of Chicago. Unfortunately, it never had either railroads or settlers.

The boom of the early fifties with its railroad building forced the rapid growth of Chicago and brought many settlers to Whiting. This era of prosperous development was ended by the panic of 1857 after which times became bitterly hard. Money was almost impossible to obtain; fifty cents was the normal price for a day's labor and there was small chance to work, even at these wages. Prices of produce were very low and the Chicago market was hard to reach.

Once, when Henry Reese had carried a heavy load of butter to Chicago, the best offer he could get was four cents per pound. He was so indignant that he threw the butter into the street.

Henry Schrage also tells a story which illustrates the hardships of those days just before the war. He was accustomed to accompany his father, Christopher Schrage, in expeditions to Tolleston where huckleberries were obtained. They would walk ten miles east following the Pennsylvania embankment to Tolleston. At that time, the Fort Wayne Railroad had been graded but financial troubles had halted the completion of the line. After picking their berries at Tolleston, it was necessary to walk to Ainsworth (South Chicago), fifteen miles and there take the train to Chicago. There was no station stop at Whiting

until later. The fare from South Chicago was fifty cents for the father and twenty-five cents for the son. It was, therefore, necessary, besides picking the huckleberries, to walk twenty-five miles and pay out seventy-five cents in carfare in order to get to market.

By virtue of the "Swamp Land Act," which passed Congress in the year of 1850, the government land in the neighborhood of Whiting which was not already taken up by the settlers, was deeded to the State of Indiana and was offered for sale at \$1.25 an acre. The last state land was sold in 1856. During the fifties, land usually sold for about \$5.00 an acre and much of it for less. George M. Roberts sold about forty acres lying between 117th Street and the shore of Lake Michigan for about \$1.00 an acre. Henry Eggers purchased eighty acres of land at Berry Lake, August 4, 1857, for \$5.75 an acre. Levi Hohman of Hammond was offering his large holdings for \$3.00 an acre. George W. Clarke sold to Cline and Dorsey four thousand acres north of the Calumet River between Clarke Station and Gary for \$5.00 an acre.

George M. Roberts sold to David G. Webber in 1857 land north of 117th Street for about \$1.00 an acre, Webber sold to Ellinwood in 1866 for \$3.00 an acre, and the same land was sold five years later for about \$80.00 an acre.

From 1871 to 1873 land values multiplied many times. The speculative fever which reigned in Chicago had at last reached Whiting. A large tract of land in Roby was sold on July 15, 1873, to Edward Roby for \$200 an acre.

The crowning feature of the early seventies was a bargain made in 1873 by Jacob Forsyth to sell his enormous holdings, 8,000 acres in all, to a Chicago syndicate headed by a brilliant newspaper man named Henry M. Smith who was backed by B. F. Allen and other bankers. Forsyth was to receive the sum of \$450,000 and one half the profits. The syndicate spent \$80,000 in the construction of Indiana Boulevard and the Sheffield Hotel and then collapsed, victims of the general depression.

For the next fifteen years until 1889, the ruling price for Whiting real estate was about \$100 an acre. In the years 1889-91, another great speculative land mania swept over Chicago. Everybody went land crazy. Values were inflated everywhere about Chicago. The Tolleston boom and the Griffith boom were episodes of the time and, however foolish they seem to us now, they were certainly serious enough then.

In 1889, the Standard Oil Company started a refinery at Whiting and within two years a population of two thousand people had gathered. East Chicago and Hammond with their flourishing industries were also growing rapidly. Although Whiting was less affected than its neighbors by the prevailing speculation, values were carried upward to an extraordinary degree. During the year of 1891, there was no land to be bought under \$2,000 an acre and some transfers were made at a somewhat higher figure than this. This marked the highest price ever known here. A long depression soon followed and values again settled to a proper basis. It may fairly be said that \$1,000 to \$1,300 per acre has been the normal figure for well-located land suitable for subdivision during the last ten years. It may be briefly stated that in 1853 land was worth \$1.25 an acre; in 1873 the price advanced to \$100 and in 1889 to \$1,000 and more.

THE PUBLIC LANDS

In the early days, the United States Land Office was a Winamac and the earliest settlers found the seventy-mile trip a hard one. Many of the settlers made the whole return journey of one hundred and forty miles on foot. Such settlers as Roberts, Vater, and Eggers journeyed to Winamac to locate their Mexican War script. This script was issued to the soldiers of the recent war and was transferable. For instance, George M. Roberts purchased military land, warrant No. 41709, which was issued to Frederick Classa and by this warrant secured one hundred and sixty acres including what is now the most valuable land in Whiting and Robertsdale. Roberts secured this land March 5, 1849.

Desirable land became very scarce in 1853-54. The land most in demand was, of course, that on those ridges where there was good garden soil. In 1854, Fred Eggers the elder, considered himself fortunate to obtain a small acreage of sandy beach at the state line.

The purchases of George W. Clarke from the state took the last of the public lands. The Clarke purchases were made from 1853-56 and included everything, wet and dry, that the state had left to sell. It all looked good to Clarke as he believed that a metropolis would soon be built upon this land.

SPLENDID GROWTH

The census of 1910 shows a fine growth for Whiting.

Whiting advanced in population from 3,983 in 1900 to 6,987 in 1910. A growth of 64 per cent. All of the Lake County cities made a great advance. In the following table the figures for Indiana Harbor are included with East Chicago. The following is taken from a compilation made by the Lake County Times:

City	1910	1900	1890
Indianapolis	233,650	169,164	105,436
Evansville	69,647	59,007	50,756
Fort Wayne	63,933	45,115	35,393
Terre Haute	58,457	36,673	30,217
South Bend	53,684	35,999	21,819
Muncie	24,005	20,942	11,345
Anderson	22,476	20,178	10,741
Richmond	22,324	18,226	16,608
Hammond	20,925	12,376	5,428
New Albany	20,629	20,628	21,059
Lafayette	20,081	18,116	16,243
Marion	19,359	17,337	8,769
Elkhart	19,282	15,184	11,360
East Chicago	19,098	3,411	1,255
Logansport	19,050	16,204	13,328
Michigan City	19,027	14,850	10,776
Kokomo	17,010	10,069	8,261
Gary	16,802
Vincennes	14,895	10,249	8,853
Mishawaka	11,886	5,560	3,371
Elwood	11,028	12,950	2,284
LaPorte	10,525	7,113	7,126
Goshen	8,514	7,810	6,033
Valparaiso	6,987	6,280	5,090
Whiting	6,587	3,983	1,408

CITY ELECTION

November 2, 1909, the following officers were elected:

Mayor	Beaumont Parks
Aldermen at Large	{ Thomas Duggan William E. Tipton
1st Ward	Andrew Baran
2nd Ward	James J. Donegan

3rd Ward David J. Paskweitz
4th Ward Peter Buczkowski
Clerk George W. Jones
Treasurer D. D. Griffith

Tipton resigned as alderman-at-large and James Burton was elected to succeed him.

ADMINISTRATIVE OFFICERS

City Attorney J. E. Westfall
City Engineer C. L. Waite
Street Commissioner John Buczkowski
Sanitary Officer J. W. Ault
Chief of Police Patrick Lawler

WARD BOUNDARIES

Whiting has four wards with boundaries as follows:

First Ward - Includes all the territory lying east of the center line of White Oak Avenue excepting that no houses on Ohio Avenue are included in this ward.

Second Ward - Bounded by 119th Street on the north, New York Avenue on the west, Indiana Harbor Belt Railroad on the south, and White Oak Avenue on the east.

Third Ward - Beginning at the intersection of 119th Street with the Pennsylvania tracks, thence west on 119th Street to Cleveland Avenue, thence north to 118th Street, thence west to Atchison Avenue, thence north to the lake, thence southeast to White Oak Avenue, thence south to the Pennsylvania tracks, thence southeast to the place of beginning.

Fourth Ward - Beginning at the corner of New York Avenue and 119th Street, thence south on New York Avenue to the Indiana Harbor Belt Railroad, thence west to Indiana Boulevard, thence northwest on Indiana Boulevard to 121st Street, thence west to Atchison Avenue, thence north to 118th Street, thence east to Cleveland Avenue, thence south to 119th Street, thence east to the place of beginning.

POST OFFICE

James J. Nedjl succeeded Charles D. Davidson as Postmaster, July 1, 1909. The post office is of the second class. Miss Grace Flaughner is the Assistant Postmaster. The clerks are Miss Maude Frye and Miss Mary Kornedus.

The members of the Whiting Savings and Loan Association may deposit their savings either in small regular payments or in lump sums of any amount.

Withdrawals may be made at any time by notifying the secretary.

"At present, perhaps, you may think yourself in thriving circumstances and that you can bear a little extravagance without injury; but, for age and want, save while you may; no morning sun lasts a whole day."

--Poor Richard's Almanac

FIRST EVANGELICAL CHURCH OF HAMMOND (ROBERTSDALE)

This church began its work in April, 1910, under Rev. H. Bittner, who held his services in the fire station. In 1902, Rev. B. H. Reute-pohler became the Pastor and under his pastorate an organization was effected. On November 29, 1903, a small frame church was dedicated. In December, 1904, Rev. E. G. Johnson became its pastor and remained about fifteen months.

In April, 1906, the present Pastor, W. H. Halmhuber took up the work. The church has enjoyed a steady and profitable growth having a strong Sunday School, a representative membership, a flourishing ladies' aid, besides other auxiliary societies.

In July, 1909, the frame church was dismantled and construction upon a new and modern church building was begun. A basement, a beginning for a large, adequate, and beautiful church, was built and dedicated in January, 1910. The society is well organized and in a prosperous condition in every respect. The society is looking forward to the completion of the building.

A hearty welcome awaits all at this church.

THE WHITING CALL SOUVENIR

The special edition of the Whiting Call was issued October, 1910. It was a handsomely printed and richly illustrated book which contained excellent account of the recent public improvements together with some noteworthy historical features. Few editions of the kind present so good an appearance.

The most recent Whiting periodical is the Real Estate and Building Journal which aims to serve the entire Calumet region in its special field. The first issue is dated February 16, 1911. It is published from the Whiting Call Office.

NEW IMPROVEMENTS

The past two years have had an extraordinary record for public improvement. The new Whiting High School has been built and equipped at a cost of \$110,000 and affords most modern facilities for about three hundred students. This is somewhat in advance of the requirements as there are less than one hundred and fifty pupils enrolled.

The Whiting Park was planted in 1909. The total cost of this improvement up to date has been \$125,000. It has about two thousand feet of beach.

The Sacred Heart Church was completed in 1910. The group of buildings which are a source of great pride to the congregation and to Father Berg, the Rector, consist of a Convent House of the Sisters of Providence, a rectory, and a large school building which, for the present, is also being used as a house of worship. The church will be built later.

The work of paving has been going on very rapidly under both city and county auspices. About six miles of county road have been built in the neighborhood of Whiting on Indiana Boulevard, Forsyth Avenue, 117th Street, Ohio Avenue, and Schrage Avenue. Westrumite has been used in paving Central Avenue and 118th Street, while Cleveland Avenue and a part of 117th Street have been paved with brick. During the next two years, it is planned to complete the paving of all of the streets where sewers have been constructed.

The Christian Church has planned a large and beautiful structure as a house of worship. The basement of this building has already been completed and is used temporarily for the church services.

The Polish Catholic Church has erected a fine building as rectory and parish house.

The Schrage block, now in course of erection, will cost about \$35,000 and will house the Bank of Whiting, the post office, and Mattern's Drug Store.

Dividends are declared twice a year by the Whiting Savings and Loan Association in January and July; the dividend rate has always been five per cent. The earnings have always been more than this, but a surplus is set aside as a contingent safety fund. Members may make payments at the office of the association, 509 Clark Street. The association now owns thirteen mortgages on local residence property. Borrowers repay their loans in monthly installments, a manner of payment very satisfactory to all concerned.

"'Tis easier to build two chimneys than to keep one in fuel," as Poor Richard says. "So rather go to bed supperless than rise in debt."

"Get what you can, and when you get hold;

'Tis the stone that will turn all your lead into gold."

---Poor Richard's Almanac

ASSESSED VALUATION

The following total net value of taxables is taken from the 1911 report of Auditor C. A. Johnson:

Hammond	\$8,667,950
East Chicago	5,967,145
Whiting	6,578,675
Gary	13,337,665

TAX RATE FOR 1910

The following rates include both city and county taxes:

Hammond	3.88
East Chicago	4.47
Whiting	2.56
Gary	3.70

PIONEER FAMILIES

The earlier families came to Whiting at the following approximate dates:

Before 1850—

Henry Eggers
George M. Roberts

Between 1850 and 1860—

Henry Schrage
William Schrage
Henry Reese

Robert Atchison
Frederick Opperman
John Steiber
Birchler
Daus
German
Gaunitz
Wilhelm Horlbeck
Conrad Wuestenfeld
Herman Wuestenfeld
John Wanacott

Between 1860 and 1870—

John F. K. Vater
Charles Kreuter
Albert Poppen
Jacob Forsyth
J. Q. A. Sparks
Christopher Harms
Robert Klose
Thomas J. Moylan
John Kreuter

Between 1870 and 1880—

Frank Wenzel

William Fischer
John Weitendorf
Henry Ehlers
Conrad Miller
Fred Fuerstenberg
Nicolaus Leinen

Between 1880 and 1888—

August Scholz
August Falkenthal
Theodore Harvey
Henry C. Gehrke
Frederick Fischrupp

All inquiries concerning the plans of the Whiting Savings and Loan Association will be answered cheerfully at the secretary's office at 509 Clark Street. Those interested are referred to the President, Mr. Morton Trout, or to Mr. William Greatrake, who was the first president of the organization.

Office hours: 9 to 12 A.M.; 1 to 4 P.M.; pay nights and Saturday nights 6:30 to 8 P.M.

LADIES WHO CONTRIBUTED RECIPES TO THE COOK BOOK

Mrs. E. J. Adams	Mrs. Frank Dyer, Cairo, Michigan
Mrs. Katie Albertson	Mrs. Thomas W. Eaton
Mrs. Joseph Allen	Mrs. Arthur Emmitt, Rochester, N.Y.
Mrs. Frank E. Allison	Mrs. Clay C. Etheridge
Mrs. James Arundel	Mrs. James Evans
Mrs. Hugh M. Atkin	Mrs. J. E. Evans
Mrs. John Ault	Mrs. F. Farmer
Miss E. Bachelie	Mrs. George H. Fifield
Mrs. Gallus J. Bader	Mrs. Henry Fisher, Lacon, Illinois
Mrs. M. T. Barker	Mrs. Fitzgerald
Mrs. W. Barstow	Mrs. Thomas Flower, Flower Hotel, Whiting
Mrs. George M. Baum	Mrs. George P. France
Mrs. Arthur Beaubien	Mrs. May Fredenburg
Mrs. Henry E. Beaubien	Mrs. William F. Fuss
Miss Lucie Boss, Cairo, Michigan	Mrs. Frank N. Gavit
Mrs. Donald Boyd	Mrs. Gerald
Mrs. Thomas S. Boyle	Mrs. James A. Gill
Mrs. Lotus Brennen	Mrs. Gillette
Mrs. Charles E. Brenner	Mrs. George L. Girard
Mr. I. C. Brett	Mrs. Arthur Gladden
Mrs. Brownlee	Mrs. Nathan Goldsmith
Mrs. Edmund Camp, Dixon, Illinois	Mrs. Al Gondon
Miss Minnie Campbell	Mrs. Goodrich
Mrs. Sam Campbell	Mrs. J. F. Grady
Mrs. P. J. Carpenter	Mrs. George Gray
Mrs. Charles Carrette	Mrs. William M. Greatrake
Mrs. Josephone Ceiga	Mrs. E. G. Green
Mrs. Ed Clark, Alton, Illinois	Mrs. Charles E. Greenwald
Mrs. M. J. Conroy	Mrs. Edward Greenwald
Mrs. J. L. Crane	Mrs. Fred D. Griffith
Mrs. Minnie Curtin	Mrs. John C. Hall
Mrs. William Curtis	Mrs. A. M. Hamilton
Mrs. F. W. Daegling	Mrs. Bertha Harris
Mrs. Frank F. Dahlke	Mrs. George Hay
Mrs. Ada D. Davidson	Mrs. Anton Hemmi
Mrs. Charles D. Davidson	Mrs. George Henthorne
Mrs. Henry S. Davidson	Mrs. D. J. Heyden
Mrs. James G. Davidson	Mrs. Hill
Mrs. Robert F. Denham	Mrs. George Hilliard
Mrs. E. L. Dewey	Mrs. Thomas J. Hollett
Mrs. W. H. Donahue	Mrs. W. W. Holliday
Mrs. N. C. Douglas	Mrs. George H. Hoskins
Mrs. Thomas Duggan	Mrs. R. E. Humphreys
Mrs. Dunning	

Mrs. A. B. James
Mrs. Margaret Johnson
Mrs. Leona Julier
Mrs. A. Kammerer
Miss Caroline M. Keife
Mrs. John J. Keller
Mrs. Reinhold Kleiber
Mrs. Algert Klose
Mrs. Charles R. Klose
Mrs. Rebecca Kohr
Mrs. Kuntzner
Mrs. Ethel (Trout) Lamberson
Mrs. F. M. Lamberson
Mrs. A. J. Lauer
Mrs. Frank L. Lauer
Mrs. F. C. Laurer
Mrs. Orlando Lee
Mrs. W. Lee
Mrs. Frank Lewis, Jr.
Mrs. Helen A. Lewis
Mrs. Henry F. Lewis
Mrs. Frank M. Long
Mrs. Charles L. McCarthy
Mrs. Thomas McFadden
Mrs. McNamara
Mrs. C. B. Manbeck
Mrs. Lemuel H. Mattern
Mrs. Mayle
Mrs. John Melvin
Mrs. Harold Mitchell, Duluth, Minn.
Mrs. Montford
Mrs. George Moore
Mrs. John Moore
Mrs. Antoinette Morgan
Mrs. John Morrison
Mrs. Hoyt Muffit
Mrs. Thomas Muldoon
Mrs. H. N. Nichols
Mrs. Albert Oeffinger
Mrs. R. D. Ogram
Mrs. A. Olson
Mrs. M. O'Niel
Mrs. James Parker
Mrs. Walter S. Parker
Mrs. Beaumont Parks

Mrs. David J. Paskewietz
Mrs. Sophie Schrage Place
Mrs. William Porter
Mrs. Pritchard
Miss Irene Putnam
Mrs. W. E. Putnam
Mrs. W. B. Quiggle
Mrs. W. B. Reading, Dayton, Ohio
Mrs. Michael Regan
Mrs. Rial
Mrs. Harvey Robinson
Mrs. Francis Rogers
Mrs. I. L. Rogers
Mrs. Bernice (Allen) Rose
Mrs. William Rought
Mrs. D. M. St. John
Mrs. John Schaub
Mrs. H. R. Scott
Mrs. M. S. Shaw, Dixon, Illinois
Mrs. Nellie Shawcroft
Mrs. Sibley
Mrs. Fred J. Smith
Mrs. S. W. Sowers
Mrs. Sprague
Mrs. Grant Spurrier
Mrs. Porter Spurrier
Mrs. William Stenhouse
Mrs. Alexander C. Stover
Mrs. Katie Stover
Mrs. U. G. Swartz
Mrs. Wesley L. Tharpe
Mrs. John Thiele
Mrs. William E. Tipton
Mrs. Morton Trout
Mrs. Bessie Twitt
Mrs. Updike, Dixon, Illinois
Mrs. William Urie
Mrs. Arthur Vernon
Mrs. Cash Vincent
Mrs. Ray Walker
Mrs. William O. Walker
Mrs. William E. Warwick
Mrs. John Welsby
Mrs. Nick E. Wilson

HOUSEHOLD HINTS

To cook bacon most deliciously, put thin slices in a broiler over a dripping pan in a hot oven.

When broiling meats or fish, put about 2 cups of cold water in broiling pan to keep from catching fire.

When broiling fish, put a piece of brown paper under fish just the size of fish. When done you can put on platter, paper and all, without breaking fish; cut from paper and serve.

How to fringe celery: Cut the stalks into 2-inch lengths; stick plenty of coarse needles into a cork; draw half of the stalk of celery through the needles. When done, lay in a cold place to curl. This looks well on sliced chicken. MRS. WARWICK

How to thicken icing: When the boiled icing is too soft, add powdered sugar beating it all the time until it is sthick enough.

In filling a fruit jar, the boiling fruit can safely be put in the jar if a cold wet cloth is put under it.

Pastry hint: When making pie crust, if sweet skimmed milk is used instead of cold water, the crust will be much richer and brown more quickly. MRS. BRENNER

For freezing any mixture, use salt and ice in the proportion of 1 part to 3 parts. For packing frozen dishes, use 1 part salt to 4 parts ice.

To clean hardwood floors: One third paraffine oil, 2/3 benzine; mix well together and apply with flannel rag. MRS. ARTHUR VERNON

To make your table oilcloth last, give it a coat of white paint enamel.

To make soap: Two quarts warm grease strained, 1 can lye dissolved in 1 quart warm water; put grease and lye together then add 1 cup ammonia, 2 heaping tablespoons borax dissolved in 1 cup water; put in mold, let harden.

To exterminate flies: Strew the carpet with green pennyroyal; close the room for a day or two; sweep up and burn pennyroyal; buy 25-cent bottle Black Flag and scatter over carpets; let it remain some time and sweep up with sweeper.

The whites of eggs applied freely is a splendid remedy for a burn.

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